IN THE CLAIMS

Please amend the claims as follows.

1. (Currently Amended) A vehicle for traversing a ground surface comprising:

a track comprising:

an inner surface, said inner surface having a plurality of driving lugs attached to the inner surface; and

an outer surface for gripping the ground surface;

a driver sprocket for said track having a central axis about which the driver sprocket rotates, the driver sprocket also having a driving portion that includes a center, the driving lugs having sidewalls which make an angle with respect to the inner surface of the track such that when the driving lug engages the driving portion of the driver sprocket, the sidewall of the driving lug being substantially parallel to a radial [[from]] line that intersects the central axis of the driver sprocket and passes through the center of the driving portion of the drive sprocket when engaged with the track.

2. (Original) The vehicle of claim 1 wherein the driver sprocket engages at least one of said plurality of driving lugs when the driving sprocket is driving the track.

3. (Original) The vehicle of claim 1 wherein the driver sprocket engages at least two of said plurality of driving lugs when the driving sprocket is driving the track.

4. (Original) The vehicle of claim 1 wherein the driving portion of the drive sprocket includes a sleeve.

5. (Original) The vehicle of claim 1 wherein the driving portion of the drive sprocket includes a sleeve adapted for rotation.

6. (Original) The vehicle of claim 1 wherein the driving portion of the drive sprocket includes a first sleeve having a first axis and a second sleeve having a second axis, the first axis and the second axis being substantially colinear, the first sleeve separated from the second sleeve.

7. (Original) The vehicle of claim 6 wherein the first sleeve and the second sleeve are rotatable sleeves.

8. (Original) The vehicle of claim 1 wherein the driving lugs are formed into two aligned rows on the inner surface of the track.

9. (Cancelled)

10. (Previously Presented) A drive belt for a vehicle, the drive belt adapted to engage a drive sprocket having n number of driving portions, the drive belt comprising:

a track portion comprising:

an interior surface;

an exterior surface; and

a pitch line positioned between the interior surface and the exterior surface; and

driving lugs attached to the interior surface of the drive belt, each of the driving lugs having at least a first sidewall making an angle with respect to the pitch line of the track, the angle being in the range of [90 - (360/2n)] plus or minus 5 degrees.

11. (Original) The drive belt of claim 10 wherein the angle is in the range of [90 - (360/2n)] plus or minus 3 degrees.

12. (Original) The drive belt of claim 10 wherein the angle is in the range of [90 - (360/2n)] plus or minus 2 degrees.

13. (Original) The drive belt of claim 10 wherein the angle is in the range of [90 - (360/2n)] plus or minus 1 degree.

14. (Original) The drive belt of claim 10 wherein the angle is substantially equal to [90 - (360/2n)].

15. (Original) The drive belt of claim 10 wherein the driving lug has a second sidewall with a second angle, the second angle being substantially equal to the angle of the first side wall.

16. (Currently Amended) ~~The drive belt of claim 10 fitting on a vehicle further comprising~~ A drive belt for a vehicle, the drive belt adapted to engage a drive sprocket having n number of driving portions, the drive belt comprising:

a track portion comprising:

an interior surface;

an exterior surface; and

a pitch line positioned between the interior surface and the exterior surface; and

driving lugs attached to the interior surface of the drive belt, each of the driving lugs having at least a first sidewall making an angle with respect to the pitch line of the track, the angle being in the range of [90 - (360/2n)] plus or minus 5 degrees; and

a drive sprocket having driving portions, wherein the first angle which the first side wall of the driving lug makes with respect to the pitch line of the track results in a line substantially parallel to a line from the axis of a drive sprocket through the driving portion of the drive sprocket while the drive lug is being driven by the driving portion of the driving sprocket.

17. (Currently Amended) The drive belt of claim 10 fitting on a vehicle further comprising a drive sprocket having driving portions, wherein the first angle which the first side wall of the driving lug makes with respect to the pitch line of the track results in a ~~non-parallel~~ non-parallel line with respect to a line from the axis of a drive sprocket through the driving portion of the drive sprocket while the drive lug is being driven by the driving portion of the driving sprocket.

18. (Currently Amended) The drive belt of claim 17 wherein the ~~non-parallel~~ non-parallel line intersects the line from the axis of the drive sprocket at a point below the pitch line of the track.

19. (Currently Amended) The drive belt of claim 17 wherein the ~~non-parallel~~ non-parallel line presents a surface to the driving portion of the sprocket which declines toward the surface of the track.

20. (Currently Amended) The drive belt of claim 17 wherein the ~~non-parallel~~ non-parallel line intersects the line from the axis of the drive sprocket at a point above the pitch line of the track.

21. (Original) The drive belt of claim 17 wherein the driving portions of the sprocket are sleeves.

22. (Original) The drive belt of claim 21 wherein the driving portions of the sprocket are rotatable.

23. (Original) The drive belt of claim 17 wherein the driving portions of the sprocket are rotatable.

24. (Original) The drive belt of claim 17 wherein the driving portions of the sprocket are substantially equally radially spaced about the drive sprocket.

25. (Currently Amended) A vehicle for traversing a ground surface comprising:

a track comprising:

an inner surface, said inner surface having a plurality of driving lugs attached to the inner surface; and

an outer surface for gripping the ground surface; and

a driver sprocket for said track having a central axis about which the driver sprocket rotates, the driver sprocket also having a driving portion that includes a center, the driving lugs having sidewalls which make an angle with respect to the inner surface of the track such that when the driving lug engages the driving portion of the driver sprocket, the sidewall of the driving lug being ~~nonparallel~~ non-parallel to a radial [[from]] line that intersects the central axis of the driver sprocket engaging the sidewall of the driving lug, and passes through the center of the driving portion of the drive sprocket [when] engaged with the track, a line along a surface of the driving lug intersecting the radial line at a point inside the radius of the track.